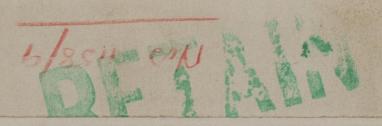


CELFAOF No 3 1078- 1081 TITI- Steel Deck DATE APPROPRIES abo 1158: 1159, 1164 1079 Beefast Report No 13343 - Empire Spenson 1088 Beegast Report No 13221 - Dimedale 13881 Enpue Chapman 1080 13305 Empure 7 cetala 1000 13456 Empire Bonda 13590 Empre Insustry 115-9 1164 13417 " Banefet

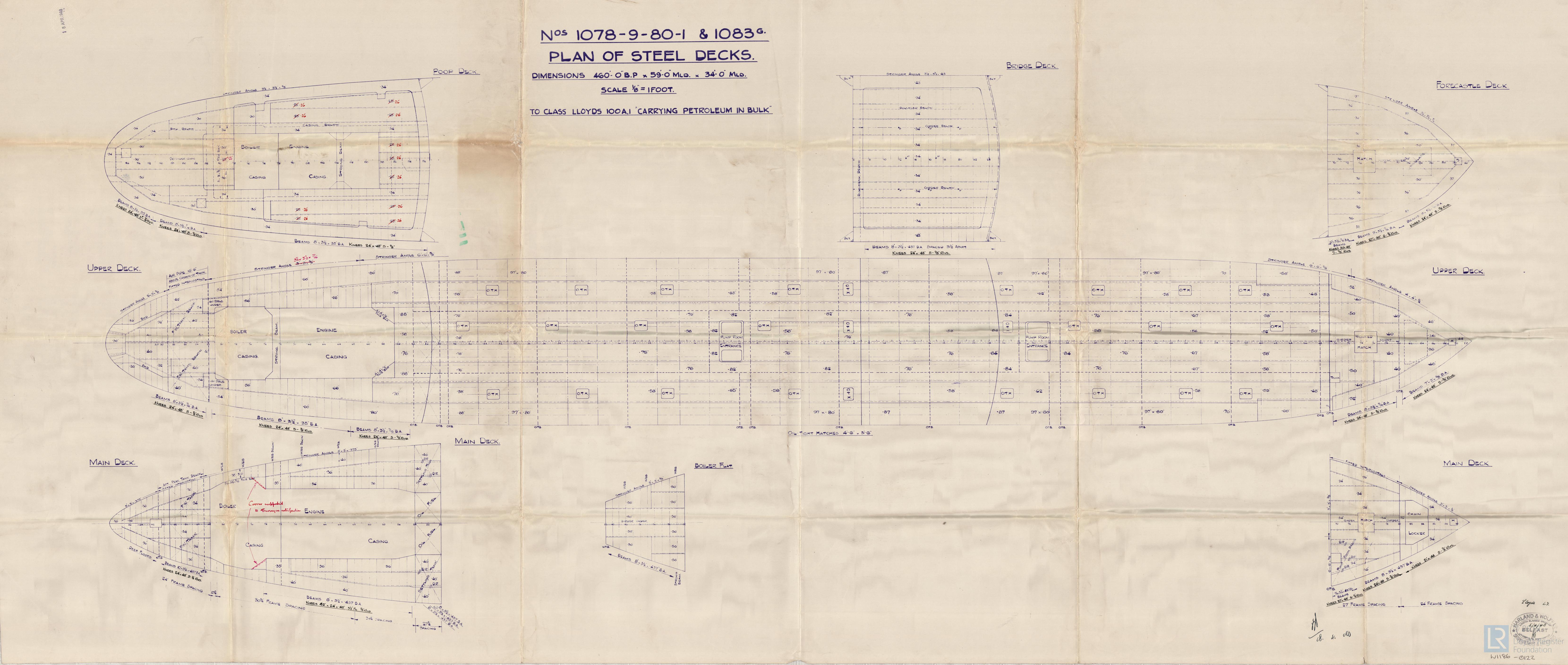
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W.S.37 HARLAND & WOLFF LTD. 1048- 1081 - Longotudenal & hanvene Training 9. at, sto 1158 59 11164 Beyest Report No. 1322 1078 13281 Empire Chapman 1080 13343 - Empire Spenses 1081 1079 13456 - Empere Burling 8178 13590 Empone Sudustry 1159 " Bouefit 13417 1164 1189 13560 Scantlings in way of Oil Tanks and Morgitudinal Framing 013627 - 013631 - 0115 Lloyd's Red

Nº5 1078-9-8-1 & 1083 G SINGLE SCREW MOTOR TANKER SCANTLINGS IN WAY OF OIL TANKS DIMENSIONS:-460'-0" B.P. × 59'-0" MLP × 34'-0" MLD TO CLASS LLOYDS 100A1 \* "CARRYING PETROLEUM IN BULK" LONGITUDINAL FRAMING AT BOTTOM AND AT DECK SCALE: - " = ONE FOOT FLA ARMS OF TRANSVERSE BULKHEAD STRINGER BRACKETS TO LONGITUDINAL BULKHEAD TO BE SUITABLY INCREASED WHEN STRINGERS ARE INCREASED CLEAR OF MIDSHIPS. NOTE: - SCANTLINGS OF TRANSVERSE BULKHEAD STIFFENERS AND STRINGERS ALL BULB ANGLE SECTIONS ARE N.B.S. AND THICKNESS OF TRANSVERSE AND LONGITUDINAL BULKHEAD PLATING WHERE NOT OTHERWISE INDICATED TO BE AS APPROVED ON BULKHEAD PLAN AND MIDSHIP SECTION BULKHEAD LOUNDARY BARS AS PER RULE. SCANTLINGS IN WAY OF COFFERDAM TO BE SUBMITTED POOP DK AT SIDE FORECASTLE DK AT SIDE TRANS BHE STIFFES IN TWEEN DK TRANSVERSE BULKHEAD STIFFES BUNKER TO BE SUBMITTED UPPER OK AT SIDE 10"x3/2" x 716" B.A. IN CE TANKS x3/2" x 50 ANGLE SPACED 33" 5" x 31/2" x 3/8" ANGLE SPACED 30" 10" x3/2" x7/6 B.A. IN WING TANKS UPPER DK AT SIDE TRANS BULKO STIFFES 9" x 3/2" x 7/6 B.A. SPACED 33" ] WITH GIRDER WE MAIN DECK (NO CAMBER) -------9" x 3/2" x 3/8 B.A. SPACED 30" MAIN DK (CAMBERED) UPPER STRINGER ON TRANS BHP IN CENTRE TANK BHO IN CENTRE TANK BHP IN CENTRE TANK UPPER STRINGER ON TRANS BHO IN CENTRE TANK UPPER STRINGER ON TRANS BHP BHE IN CENTRE TANK 33" x 40 WITH 12" x 3/2" x 9/16" IN CENTRE TANK 33"x 40 WITH 32" + 40 WITH 9" x 3/2" x 7/16" BHP IN CENTRE TANK 33" x -40" WITH 10" x 3%" x -50 W.T. FLAT (CAMBERED) BOILER FLAT (NO CAMBER) 32" x .40 WITH 9" x 3/2" x 7/16" 32" × -40 WITH 9" × 31/2" × 7/16" BULB ANGLE FACE BAR 12" x 3/2" x 9/16" BA FACE BAR BULB ANGLE FACE BAR BULB ANGLE FACE BAR / 32" x 40 WITH 9" x 3/2" x %6" BULB ANGLE FACE BAR BULB ANGLE FACE BAR AFT PEAK GIRDER W BULB ANGLE FACE BAR MOTOR ROOM Nº 9 TANK LOWER STRINGER ON TRANS BUD Nº 2 TANK STRINGER ---Nº 3 TANK Nº 4 TANK Nº 5 TANK IN CENTRE TANK 36"x 40 WITH Nº 6 TANK Nº 8. TANK LOWER STRINGER ON TRANS LOWER STRINGER ON TRANS - STRINGER. 42. FACE BAR 4 35 + 35 + 16. ROOM LOWER STRINGER ON TRANS BULKHE O BHO IN CENTRE TANK BHO IN CENTRE TANK 12"34" 19 BA. FACE BAR 10" LOWER STRINGER ON TRANS LOWER STRINGER ON TRANS LOWER STRINGER ON TRANS STRINGER \_ ---33" x .40 WITH 12" = 3/2 = .45" 36" x - 40 WITH 12" x 3/2" x 9/16" TOP OF DEEP TANK BHP IN CENTRE TANK 6 1 10 IN CENTRE TANK 36" X 40" WITH BHP IN CENTRE TANK BHP IN CENTRE TANK BULB ANGLE FACE BAR 12" + 5/2" + 9/2 B.A. FACE BAR BULB ANGLE FACE BAR PLAN TO BE SUBMITTED 33" x · 40" WITH 12" x 3/2" x · 45" 33" x 40 WITH 12" x 3/2" x 45" 33" x -40" WITH 12" = 3/2" x 7/6" FORE PEAK DETAILS TO BE SUBMITTED BULB ANGLE FACE BAR BULB ANGLE FACE BAR BULB ANGLE FACE BAR TOE OF BRACKETS TO LONG! SEMI-BOX BEAM W BHR STIFFES IN NOSTANK TO BE NOT TOE OF BRACKETS TO LONG! BHD. TOE OF BRACKETS TO LONG! BHP MORE THAN 7-3" BELOW LOWER STIFFES IN NE 7 TANK TO BE NOT STIFFES IN Nº B TANK NOT FIOKE JAMA TO DELOW DOWNER MORE THAN 7:0" LELOW LOWER STRINGER STRINGER TOE OF FRAME BKT IN NOS 8 9 TANKS NOT SCANTLINGS FORWARD INCLUDING MORE THAN 7-2" BELOW LOWER STRINGER SHELL TO BE SUBMITTED SEMI-BOX BEAM VOS 31'-6" 56 58 60 62 64 66 68 70 72 74 76 78 80 82 84 86 88 90 F.P. FRAMES SPACED 24" PRAMES SPACED 3034 FRAMES SPACED 314" FRAMES IN WINGS 3-0" TOE OF BRACKET TO TRANS BHO STIFFERS SIDE FRAMES 10"x 31/2" x 7/6" B.A. SPACED 31/2" APART NOT MORE THAN 7:0" BELOW LOWER STRINGER PEAK FRAMES. 8"x31/2" x7/16" B.A. TO 18" BELOW MAIN DECK NOT MORE THAN 7:3"BELOW LOWER STRINGER CENTRE TANK TO BE SUBMITTED. SIDE FRAMES 10x3/2" x7/6" B.A. SPACED 311/2" APART 3-8" SIDE FRAMES 10" x 3/2" x 7/6" B.A. SIDE FRAMES 11" x 3/2" x 7/6" B.A. SIDE FRAMES 5PACED 27" FRAMES 5PACED 24" TO UPPER & POOP DECK ALTERNATELY FRAMES 8"x3%"x % B.A. SCARPHED 18" TO MAIN FRAMES AND CARRIED ALTERNATELY TO SPACED 31/2" APART SPACED 31/2" APART INTERMEDIATE FRAMES 6"-31/2" ANGLE UPPER & POOP DECKS. INTERMEDIATE FRAMES BETWEEN UPPER DK AND POOP DECK SPACED 31% APART SDE FRAMES IN DEEP TANK 11" 3/2" 44 B.A. FRAMES 8" x 3/2" x 7/6" TO F'CLE DK. LONGITUDINAL BULKO STIFFES 10"x3/2"x 7/6 B.A. SPACED 31/2 APART LONG! BHO STIFFES 10"x 3/2" x 7/6" B.A. SPACED 31/2" APART

LONG! BHO STIFFES 11"x 3/2" x 7/6" B.A. LONG! BHO STIFFES 11"x 3/2" x 7/6" B.A. LONG! BHO STIFFES 11"x 3/2" x 7/6" B.A. 6"x3/2"x3/6"ANGLE SCARPHED 10/2" ON TO MAIN FRAME " TOP OF DEEP TANK TO FRAMES AT FORE END OF POOP SPACED 31%" APART SPACED 31%" APART SINE FRAMES UPPER DECK TO F'CLE TRANSVERSE BULKHEAD STIFFENERS 10"x 31/2" x 7/6" B.A. SPACED 33" IN CENTRE & 30" IN WINGS. SPACED 31/2" APART FOR ABOUT 6 SPACES 8"x 3/2" x 7/16" B.A. DECK 7" 3" x 36 B. A BRACKETED AT UPPER DK BRACKETED TO UPPER DK LONG BHO PLATING UPPER PORTION '39" LANS FOR FORE END FRAMING & DEEP TANK NOTE: - WHERE II" x 3/2" x 7/6" B.A. FRAMES & BULKHEAD " " LOWER " 44 W INCREASES TO HEIGHT OF BRACKETS ON TRANSVERSE BULKHEAD STIFFENERS TO BE SUBMITTED " " VERT PLATING IN ONE LENGTH .43. STIFFENERS ARE SHOWN WE MAY USE 12"x31/2" x-45 B.A. MARKED "A" ON MIDSHIP BULKHEAD PLAN SEE MIDSHIP SECTION STANDARD SECTIONS ----013627-013631-0115

HARLAND & WOLFF LTD.

1078-1081 mhaship Section

9. 4. 40

"DINSDALE" WAS . 321 A Dinsdale Nº1098 Beefast Report No. 13221 13981 Empire Chapman Nº 1080 13305 Empire WO. 1081 13343 - Empire Spenson No. 1079 13456 - Empere No 1158 Empire Duteroting 13590 Nº 1159 M 1164 13417 PLANS TRANSFERRED Traveller N 1189 TO SISTER VESSEL Irvingdale I

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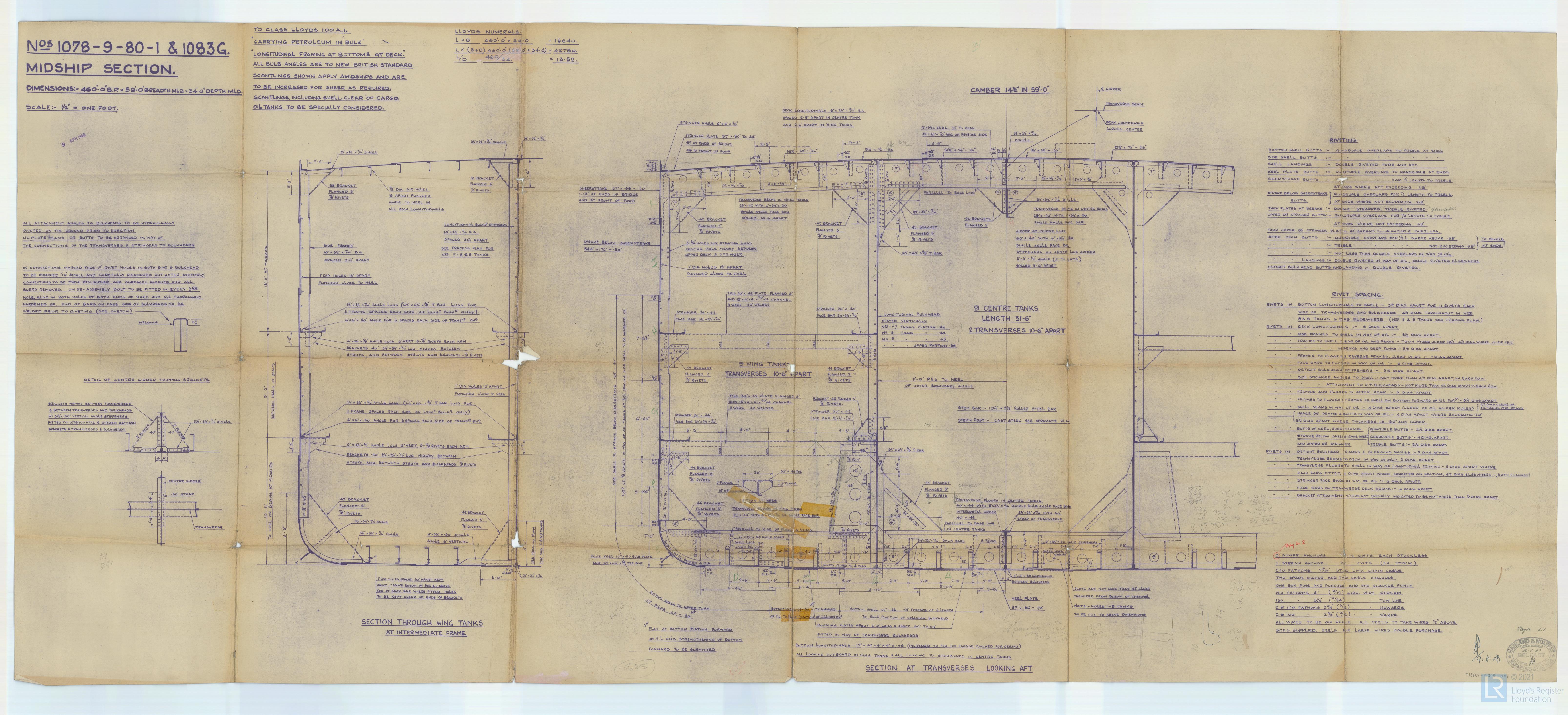
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HARLAND & WOLFF LTD.

TITLE Muship Section as buet

DATE APPROVED

Empire Industry Beefast Pht No 13590

002602-002610-0254





DIMENSIONS:- 460.0 B.P. x 59-0 BREADTH MLD. x 34-0 DEPTH MLD.

SCALE: - 1/2" = ONE FOOT.

A LONG THE SECOND CO.

ALL ATTACHMENT ANGLES TO BULKHEADS TO BE HYDRAULICALLY RYETED ON THE GROUND PRIOR TO ERECTION NO PLATE SEAMS OR BUTTS TO BE ARRANGED IN WAY OF THE CONNECTIONS OF THE TRANSVERSES & STRINGERS TO BULKHEADS

IN CONNECTIONS MARKED THUS OF RIVET HOLES IN BOTH BAR & BULKHEAD PURCE REMOVED ON RE-ASSEMBLY BOLT TO BE FITTED IN EVERY 389 HOLE, ALSO IN BOTH HOLES AT BOTH ENDS OF BARS AND ALL THOROUGHLY HARDENED UP THE OF BARS ON FACE SIDE OF BULKHEADS TO BE WELDED PRIOR TO RIVETING (SEE SKETCH.) -

> DETAIL OF CENTRE GIRDER TRIPPING BRACKETS. THE TOURS TO AND SULKHEADS THE STATE OF VERTICAL MINES STIFFENER 3/2 + 3/2 × 1/4 SINGLE PRINCIPAL INTERCOGNAL & GIRDER BETWEEN

WELDING 3

CENTRE GIRDER

TRANSVERSE

SO STRAP

TO CLASS LLOYDS 100 A.I. CARRYING PETROLEUM IN BULK LONGITUDINAL FRAMING AT BOTTOM& AT DECK. ALL BULB ANGLES ARE TO NEW BRITISH STANDARD SCANTLINGS SHOWN APPLY AMIDSHIPS AND ARE TO BE INCREASED FOR SHEER AS REQUIRED. SCANTLINGS, INCLUDING SHELL, CLEAR OF CARGO.

OIL TANKS TO BE SPECIALLY CONSIDERED.

LLOYDS NUMERALS L x.D 460.0 x 34-0 = 15640. L x (8+0) 460-0 (59-0+34-0) = 42780. 460/34.

32 x 32 x 76 SINULE 31 x 3: x 716 SINGLE 38 BRACKET 38 BRACKET 18 DIA AIR HOLES 1/8 RIVETS FLANCED 3 15 APART PUNCHED 8 RIVETS GOSETTO HEEL IN ALL DECK LONGITUDINALS LONGITUDINAL BULKEP STIFFENERS 10 x 32 x 74 B.A SPACED 31/2 APART SIDE FRAMES SEE FRAMING PLAN FOR 10" x 3/2 x 7:0 BA Nº 7-8-68 TANKS SPACED 314 APART I'DIA HOLES IS APART PUNCHED CLUSE TO HEEL 4 STRINGERS WELDED TO SHELL & Buckheak 35 + 36 + 76 ANGLE LUGS (6% + 64 + 16 T BAR LUGS FOR 3 FRAME SPACES EACH SIDE ON LONG! BULKP). G'E GE G'E S'S TEE FOR 3 SPACES EACH SIDE OF TRANS'S BHE 6'+3% - 36 ANGLE LUGS G'VERT 5-78 RIVETS EACH ARM BRACKETS 40" 34" 434" 4 LUG MIDWAY BETWEEN STRUTS, AND BETWEEN STRUTS AND BULKHEADS - % RIVETS I' DIA HOLES IS APART PUNCHED CLOSE TO HEEL 35 + 36" + % ANGLE LUGS, (65 + 65" + 8" T. BAR LUGS FOR 3 FRAME SPACES EACH SIDE ON LONG BULKE). GYELGENSE THE BAR FOR 3 SPACES BACH SIDE OF TRANST BHS 6" + 3%" " ANGLE LUGS G' VERT, B- % RIVETS EACH ARM BRACKETS 40 3/2 - 3/2 - 16 LUG MIDWAY BETWEEN STRUTS, AND BETWEEN STRUTS AND BULKHEADS BRIVETS 42 BRACKET FLANGED" 5" 42 BRACKET 8 RIVETS FLANGED 5" & RIVETS 3/2 +3/2 × 7/2 SINGLE BEN - 50 SINGLE ANGLE 6 VERTICAL 3 DIA HOLES SPACED SO' APART KERT

> SECTION THROUGH WING TANKS AT INTERMEDIATE FRAME

ABOUT I ABOVE BOSOM OF BAR & I ABOVE

TOE OF BACK BAR WHERE FITTED HOLES

TO BE KEPT GLERR OF ENDS OF BRACKETS

CAMBER 14% IN 59'-0" 4 GIRDER TRANSVERSE BEAM DECK LONGITUDINALS 9" x 34" x 1/2 6.1 SPACED 2-9" APART IN CENTRE TANK BEAM CONTINUOUS STRINGER ANGLE 6" + 6" + 50" AND 2-6 APART IN WING TANKS ALROSS CENTRE 12 x 3 2 x 45 BA 32 TO BEAM 35 . 3 . x " ANG ON REVERSE SIDE STRINGER PLATE 97" x 80 To 44" 6.0. BOTTOM SHELL BUTTS - QUADRUPLE OVERLAPS TO TREBLE AT ENDS -87-AT ENDS OF BRIDGE 914 = 76 + 36 1 54" 8134 × 76" - 36" 88 AT FRONT OF POOP 954 4:58 - 36 SHEERSTRAKE 67" + 99 - 50 32 x 32 x 16 51 NOLE 18" AT ENDS OF BRIDGE TRANSVERSE BEAMS IN WING TANKS AND AT FRONT OF POOP 29 x 42 WITH 6"x 3/1" x 50 TRANSVERSE BEANS IN CENTRE TANKS SINGLE ANGLE FACE BAR 29' 42' WITH 6 432 4 50 SPACED 10-6" APART .42 BRACKET SINGLE ANGLE FACE BAR 42 BRACKET FLANGED 3" GIRDER AT CENTRE LINE FLANGED 3 FLANGED 5" B RIVETS B'RIVETS 60 x 40" WITH 6" x 3/2" x 50 % RIVETS SINGLE ANGLE FACE BAR STRAKE BELOW SHEER STRAKE 3-14 HOLES FOR STAGING LUGS STIFFENERS ON CENTRE LINE GIRDER CENTRE HOLE MIDWAY BETWEEN 84% x 76 - 50 Lat AGh x 96 T BAR 5 x 5 x 30 ANGLE (3" TO PLATE) HOPER DECK & STRINGER SPACED 3'-6' APART I' DIA HOLES IS" APART PUNCHED GLOSE TO HEEL TIES 30" × 42 PLATE PLANGED 6" AND ISMA X4 . 50 62 CHANNEL 9 CENTRE TANKS 3 WEBS 42" WELDED STRINGER 26 4 40 LONGITUDINAL BULKHEAD STRINGER 26 - 42 FACE BAR 3/1 13/1 1/16 LENGTH 31-6" PLATED VERTICALLY FACE BAR 34 - 3/2 - 1/6 NEST-7 TANKS PLATING . 42. 2 TRANSVERSES 10-6 APART The second secon UPPER PORTION 38 IF-0" PES TO HEEL B RIVETS OF INHER BOUNDARY ANGLE TIES BO'N 42 PLATE FLANGED & AND 16'44' 44' x 762 CHANNEL % Rivers STEM BAR :- 104" - 294" ROLLED STEEL BAR WESS AZ WELDED STRINGER 30" 4 42 FACE BAR Make " STERN POST: - CAST STEEL SEE SEPARATE PLAN FACE BASE 35 45% + 76 8/2-5/2- 76 CHOCKS. 65 x 65 x 1/6 T. BAR TRANSVERSE BEAMS TO DECK IN WAY OF OIL 5 DIAS. APART TRANSVERSE FLOORS TO SHELL IN WAY OF LONGITUDINAL FRAMING - S DIAS ARART WHERE BACK BARS FITTED 4 DIAS APART WHERE INDICATED ON SECTION; 42 DIAS ELSE WHERE - (BOTH FLANGES) PLANGED S" TRANSVERSE FLOORS IN CENTRE TANKS. 40" - 44" WITH BESE & DOUBLE BULB ANGLE FACE BARS Transverse Ploors in Wing Tanks 35 -35 + 76 WITH 50 INTERCOSTA GIRDER 37 4 44" WITH 8" 35" THE BA SINGLE FACE BAR STRAP AT TRANSVERSE PARALLEL TO BASE LINE PARALLEL TO RISE OF FLOOR IN WINGS 11 18 RIVETS 6 + 3% + 50 ANGLE STEPES 6 455 4 50 ANGLE STIFFENERS BILGE HEEL 10 1 50 BULB PLATE AND GRINGE . THE BAR A SR - V 4's d' + SO CONTINUOUS 2'-6" 2'-9" SLOTS ARE NOT LESS THAN 45 LLEAR 6'-4% MEASURED FROM BOSOM OF CHANNEL KEEL PLATE NOTE - HOLES 1-9 TANKS 57 - 96 - 78 BOTTOM SHELL 64-50; - 70 FORMARD BOTTOM SHELL 67 - 53 74 FORMARD OF 1/2 LENGTH TO BE OUT TO ABOVE DIMENSIONS OF EL TO RULE POSITION OF COLLISION BHD TO RULE POSITION OF COLLISION BULKHEAD Doubling Plates ABOUT 5-0' LONG & ABOUT 60' THICK PLAN OF BOTTOM PLATING FORWARD

## RIVETING.

SHELL LANDINGS 1- DOUBLE RIVETED FORE AND AFT KEEL PLATE BUTTO :- QUINTUPLE OVERLAPS TO QUADRUPLE AT ENDS. FOR 12 LENGTH TO TREBLE AT ENDS WHERE NUT EXCEEDING 168 STRAKE BELOW SHEERSTRAKE ) QUADRUPLE OVERLAPS FOR 2 LENGTH TO TREBLE. BUTTS STENDS WHERE NOT EXCEEDING 68 THICK PLATES AT BREAKS !- DOUBLE STRAPPED, TREBLE RIVETED UPPER OF STRINGER BUTTOL QUADRUPLE CVERLAPS FOR 1/2 LENGTH TO TREBLE AT ENDS WHERE NOT EXCEEDING 68 THICK UPPER DE STRINGER PLATES AT BREAKS :- QUINTUPLE OVERLAPS UPPER DECK BUTTS :- QUADRUPLE OVERLAPS FOR 1/2 L WHERE ABOVE -68' NOT EXCEEDING 68" AT ENDS

- NOT LESS THAN DOUBLE OVERLAPS IN WAY OF OIL LANDINGS - DOUBLE RIVETED IN WAY OF OIL, SINGLE RIVETED ELSEWHERE

OILTIGHT BULK HEAD BUTTS AND LANDING :- DOUBLE RIVETED.

RIVET SPACING. PIVETS IN BOTTOM LONGITUDINALS TO SHELL :- 3/2 DIAS. APART FOR II RIVETS EACH SIDE OF TRANSVERSES AND BULKHEADS 4/2 DIAS. THROUGHOUT IN NEE. 849 TANKS & DIAS ELSEWHERE (NOS 8 & 9 TANKS SEE FRAMING PLAN!) RIVETS IN DECK LONGITUDINALS :- & DIAS APART SIDE FRAMES TO SHELL IN WAY OF OIL :- 5% DIAS APART. FRAMES TO SHELL CLEAR OF OIL AND PEAKS :- TO AS WHERE UNDER 28% - 6/2 DIAS WHERE DIE 28% IN PEAKS AND DEEP TANKS - 5% DIAS APART FRAMES TO FLOORS & REVERSE FRAMES, CLEAR OF OIL - TOIAS APART FACE BARS TO FLOORS IN WAY OF OIL :- 6 DIAS APART. OILTIGHT BULKHEAD STIFFENERS :- 5% DIAS APART SIDE STRINGER ANGLES TO SHELL - NOT MORE THAN 4/2 DIAS APART IN EACHROW ATTACHMENT TO D.T. BULKHEADS :- NOT MORE THAN 4/2 DIAS APARTINEACH ROW FRAMES AND FLOORS IN AFTER PEAK - 5 DIAS APART FRAMES TO FLOORS & FRAMES TO SHELL ON BOTTOM FORWARD OF 1/2 FOR - 1/4 DIAS APARTI SHELL SEAMS IN WAY OF OIL :- 4 DIAS APART (CLEAR OF OIL AS PER PULES) JOIL TANKS AND PEARS UPPER DE SEAMS & BUTTS IN WAY OF OIL :- 4 DIAS APART WHERE EXCEEDING BO 13% DIAS APART WHERE THICKNESS IS 50" AND UNDER. BUTTS OF KEEL , SHEER STRAKE (QUINTUPLE BUTTS :- 4/2 DIAS APART STRAKE BELOW SHEERSTRAKE SHELL QUADRUPLE BUTTS: - 4 DIAS. APART AND UPPER DE STRINGER. TREBLE BUTTS:- 3/2 DIAS. APART RIVETS IN OILTIGHT BULKHEAD FRAMES & SURROUND ANGLES :- S DIAS APART

STRINGER FACE BARS IN WAY OF OIL :- & DIAS. APART. FACE BARS ON TRANSVERSE DECK BEAMS - 6 DIAS. APART. BRACKET ATTACHMENTS WHERE NOT SPECIALLY INDICATED TO BE NOT MORE THAN BOIAS, APART.

## MAY BE 2.

(3) BOWER ANCHORS 78.16 CWTS EACH STOCKLESS STREAM ANCHOR 22 ENTS (EX STOCK) 240 FATHOMS 2716 STUD LINK CHAIN CABLE TWO SPARE ANCHOR AND TWO CABLE SHACKLES ONE BOX PINS AND PUNCHES AND ONE SHACKLE PUNCH 120 FATHOMS 5" ( %/12) CIRC. WIRE STREAM 130 5/4 ( /24 ) TOW LINE 2 @ 100 FATHOMS 2 4 (6/12) " HAWSERS 20100 . 24 (912) " WARPS ALL WIRES TO BE ON REELS ALL REELS TO TAKE WIRES " ABOVE " SIZES SUPPLIED. REELS FOR LARGE WIRES DOUBLE PURCHASE.

SECTION AT TRANSVERSES LOOKING AFT

FITTED IN WAY OF TRANSVERSE BULKHEADS

BOTTOM LONGITUDINALS 17" x 62 x4" x 4" x 68 (INCREASED -10 FOR TOP FLANGE PUNCHED FOR CEILING)

ALL LOOKING OUTBOARD IN WING TANKS KALL LOOKING TO STARBOARD IN CENTRE TANKS

OF & L AND STRENGTHENING OF BOTTOM

FORWARD TO BE SUBMITTED